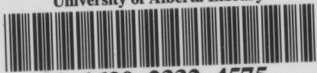


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NOR' WEST MINER

EDMONTON, ALBERTA

A monthly Devoted to Northern Mining Development in the Yellowknife, Great Bear and Great Slave Lakes, Goldfields, Alberta and Northern B.C., the Tourist and Game Hunting Attraction of Alberta.

Vol. VII.
No. 3

MAY
1939

25c A Copy

Welcome to Their Majesties

As the guns roar out the Royal Salute to their Majesties, the echoes will resound through the great silence of the New North.

Every miner, trader, trapper, Indian and Eskimo, from the head of the magnificent waterways at McMurray, Alta., down to the shores of the Arctic Ocean, 2000 miles away will be listening in.

Every business house, hotel, store, mission and police post will be flying the Flag that has waved over the Empire for hundreds of years,

And all will shout:—

LONG MAY THEY REIGN

Though far from home, these rugged pioneers, busily engaged in "Breaking Open the Great Silent Spaces of Northern Canada", re-echo the welcome that other Provinces of Canada are extending to their gracious majesties.

On June the 2nd—the Indian watching for the smoke of the first steamer rounding the bend on its way North, will, as they raise the Flag and cry "Steamboat", add:—

. . . GOD SAVE THE KING . . .

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A monthly devoted to Northern Mining Development in the Yellowknife, Great Bear and Great Slave Lakes, Goldfields, Alberta and Northern B.C. Mining districts, also the tourist and big game attractions of Alberta.

Correspondence solicited from all interested. Subscription, \$2.00 a year, Post free. Advertising Rates on application. Office of Publication, 201 Bank of Toronto Bldg, Edmonton, Alberta. Phone 24523.

SAYS THE MINER

In consideration of the fact that several so-called "National" magazines have been doing their best to put the skids under mining investment or call it "speculation" if you prefer, the following extract from Ottawa's Official Hansard is interesting:

"Canadian Mines pay big returns. \$922,000,000 in dividends since start. There cannot be many cynics about mining left. Mark Twain said something about a mine being a hole in the ground surrounded by liars. The cynics always cracked about more money going into the ground than ever comes out.

If you meet one, here's the answer to Canadian Mining: At latest estimates some \$650,000,000 is invested in mining and treatment of metals such as gold, silver, nickel and the base metals.

In 1938, the output of those mines totalled more than \$300,000,000. In other words the production of one year returned about half the total sum invested.

Metal mining employed more than 40,000 men and paid them wages over \$61,000,000. More than 100,000

Canadians are directly supported by mining.

Hundreds of tradespeople, hotels, transport companies and other types of business have invested very substantially in northern towns to supply the needs and provide the entertainment of this vast mining community.

The mining industry pays out almost \$100,000,000 in one year for supplies and equipment, for freight, insurance and other needs.

In the brief history of Canadian metal mining, the mines have paid out to shareholders a total of \$922,000,000 in dividends.

Total dividends paid in one year alone, 1938, amounted to \$93,820,715."

After reviewing those figures even the so-called "Moochers" must admit there is something in mining for their "speculative" dollars, so why not support your local prospectors, who know the field, want to prospect it but have to rely upon the stay at homes for the necessary funds. True, every prospect is not a mine—every claim not a fortune, but taking all in all there is always the main chance that a speculative dollar invested in mines will return a hundred.

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WHO "DISCOVERED" THE GRIMSHAW ROAD?

In a recent issue of Liberty Magazine under caption "Canadian Hall of Fame," Colonel James K. Cornwall is lauded to the skies as being the "Apostle of the North". In fact as we read it we wondered who discovered the North and whether history was wrong. We note he discovered Great Bear Lake radium deposits — we always thought Gilbert La Bine did this, although it is true A. W. Boland also claimed the honor. However, allowing for a certain amount of journalistic license, there is no doubt that "Peace River Jim" has done much for the North, but the last claim made for "Peace River Jim" kind of sticks in our "gills"—when he claims also to have got the winter road from Grimshaw to Great Slave Lake for the North. We were always under the impression he was the discoverer of the McMurray - Goldfields route, which neither of the Governments would consider. Good old "Jim", you certainly know how to get the newsboys running!

Had it not been for the opposition, silent and otherwise, expressed by "Peace River Jim", the Alberta Chamber of Mines and some of our local Liberal politicians, the road would have been in use over a year ago.

The following letter from the Deputy Commissioner of the North West Territories Council is sufficient to explain, although no credit is desired by this magazine, as to how the Grimshaw-Great Slave Lake Winter Road after over two years of opposition came into being:

Dear Mr. Wright:

Re Proposed Road From Grimshaw,
Alberta, to Great Slave Lake,
N.W.T.

Upon receipt of your letter of the 8th instant with enclosed copy addressed to the Minister, we arranged a meeting of the North West Territories Council at which your representations were duly considered. The Minister has now received a letter from The Honourable W. A. Fallow, Minister of Public Works for the Province, upon this subject and our Deputy Minister

Dr. Camsell, is in touch with Mr. Fallow arranging an opportunity for discussion.

Everyone seems agreed that the first step is to assemble the data that it will be necessary to have in order to reach a decision.

(Sgd.) R. A. GIBSON,
Deputy Commissioner.

To continue the story of who "discovered" the route, it is as well to point out, that the above letter was to implement a promise made in the North on the Deputy's visit to Yellowknife that if representations were made he would recommend the same. It was useless to make any recommendations until the Honorable Mr. Fallow changed the previous attitude he had assumed prior to the Caucus of November, 1938. At that time the whole matter, it is understood, was discussed, and instructions issued to the Minister to go ahead and do Alberta's part irrespective of any action by the Dominion. Almost immediately Mr. Fallow announced that the Alberta part of the road was to be built, and the above letter was received in response to one sent by this magazine to Ottawa, asking the promise previously made be implemented. It was—and everyone should appreciate the prompt action of the Council of the N. West Territories in this connection. The success attained is also remarkable for the fact that our local outspoken Liberal politicians, including the defeated candidate for East Edmonton were not in favor of it.

ADDS ANOTHER \$80,000

Adding to recent shipment of \$170,000 of gold produced in the Yellowknife during the winter months—since break-up—an aeroplane recently arrived with another \$80,000 of gold. This brings the Yellowknife total since August last up to nearly a million dollars.

DOMES SINKS SHAFT

Dome Mines Limited have commenced to sink a shaft on its property at Pensive Lake. This evidently means that drilling has been justified and that ore is in place.

BEAR CONTINUES DEVELOPMENT ON GIANT YELLOWKNIFE

Shaft sinking is proceeding on the Giant Yellowknife, states Mr. C. M. Hershman, consulting engineer and from 24 feet of shaft that has been already sunk some 35 tons of high grade ore has been recovered, literally spattered with visible gold. Vein widths vary from 14 inches on surface to 36 inches at 12 feet and 18 inches at present depth of shaft. The shoot of ore on which the shaft is being sunk was sampled on surface showing length 20 feet, width 14 inches, averaging 12.78 ozs. to the ton.

After 5,000 feet of drilling was done on the Ole Shear, located 500 feet north of the above high grade, it was found that the structure and mineralization continued to depth drilled, although values were not high. Other zones states Mr. Hershman are indicated on the property, which have not yet been investigated.

The company is continuing its development work on this property this summer, with George Anderson in charge of the same. Since March 4th, 4,735 feet of drilling was done and camp buildings were erected.

Work at Contact Lake property on Great Bear Lake is also being continued and development is encouraging. Mill is operating steadily under the management of David Smith and is producing 25,000 ozs. of silver from 600 tons of ore milled monthly.

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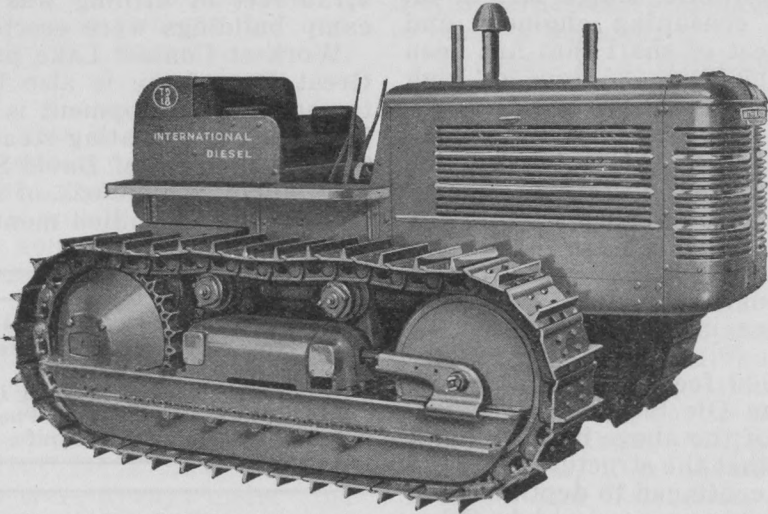
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BIRDS AND FISH IN ALBERTA

The annual report of the Fish and Game Branch of the Government of Alberta, fully illustrates the importance of this sporting attraction to sportsmen, tourists and others in bringing more dollars into Alberta circulation.

The preservation of game, birds and fish is all important, if Alberta is to continue its unexcelled reputation across the Americas for being the real place to get the big trophy—well filled bags of birds or the creel full of game fish. A perusal of the report shows that the Government has taken many progressive steps towards this end.

It awards valuable prizes each year

Brother BRUIN Gets a Ride



Here is one time a cache robber tried his tricks once too often and was caught.

for the destruction of gophers, crows and magpies, the latter two being the greatest enemies duck and other birds have to contend with at breeding

time. It has established suitable regulation of sport; encouraged the establishment of bird sanctuaries; restocked numerous streams with game fish and at the same time has not overlooked the importance of fur farming, which has now become a real Alberta industry. In addition, the trapping industry has been supervised in a manner which permits of controlled taking of fur without detriment to the stock of the same or to the hardship of the trapper.

FUR FARMING

There are 853 licensed fur farms in Alberta which carry a total of 77,112 animals, which have a pelt value of \$1,010,663.55. Of these 34,115 were pelted in 1938 and had a value when marketed of \$517,515.84. Fur consists mostly of fox, mink and muskrats.

Bounties were paid to the extent of \$2,549 on wolf and cougars. Prizes amounting to \$4,188 were paid for the destruction of crows, magpies and gophers.

Fishing Lakes were restocked to the extent of a distribution of 1,990,928 fry of game fish, with 141 different waters receiving the same.

The report also states that business has come to look for the trade resulting from the desire of sportsmen to indulge in fishing and shooting in Alberta, and derives at least \$250,000 from this source each year, to say nothing of the still further sums left in the Province by big game hunters and others.

Commercial fishing in 1938 resulted in 6,201,917 lbs. being caught, netting the fishermen with \$252,771 and being marketed for \$464,842.00. Most of this fish went to Chicago and New York.

GYPSUM

In Alaska a deposit of gypsum is being worked and the product is being shipped to the States. It is worth \$10 a ton. Peace River has enormous bodies of almost pure grade gypsum, which no doubt, in view of the reported demand for this product could also be mined and shipped at a profit.

WHY TAR SANDS FOR ALBERTA USE?

(Ed. Note)—This summary was recently submitted by the Edmonton Tax Research Bureau to the Edmonton City Council and to the Alberta and North West Chamber of Mines prior to the letting of \$170,000 of paving work in Edmonton.

There is nothing new concerning the fact that there are deposits of Bituminous Sands adjacent to McMurray in the Province of Alberta of enormous extent. These sands have been characterized by many authorities as being ideal for paving—road waterproofing—oil extraction—and other chemical industrial use.

The advent of the Turner Valley and other oilfields in Alberta has mitigated the use of the same in the form of "cracking" for gasoline and lubricating oils for the reason that where nature has provided such material in almost a refined state, there is no commercial need for going through a method of commercial refining of these sands to compete with the above products from the oil wells of Alberta. It is not commercially sound.

Under an agreement with the Northern Alberta Railways, made some years ago, Alberta Bituminous Sands or by products are granted a preferential railway rate from McMurray to the point of consumption which enables such to compete with the cost of bringing in imported foreign materials.

The quantities of these deposits is, according to official reports, unlimited as to area—roughly that area is around 2000 square miles with depth unknown, and for many years the Dominion Government, the Provincial Government and private companies have endeavored to show that these sands are a commercial possibility and, in addition furnish ideal paving material at less cost, with lower maintenance than imported materials.

The Government of Alberta has gone on record that the use of these sands for paving and other purposes would solve all or most of Alberta's difficulties.

Therefore the question now arises as to why local authorities eager to save money, eager to provide taxpayers with the best, eager to get away from expensive overhead charges under the Local Improvement Act, will not use this ideal road surfacing in Edmonton.

In 1923, the first tar sands were laid in Alberta at Bon Accord, Alberta. Here an ordinary railway plate was used for heating purposes, the layers consisted of members of the Alberta Motor Association and the Cham-

ber of Commerce and the paving is still in existence, a lapse of 18 years, and there is no doubt that not a dollar has been expended since then on upkeep.

The economic use of these bituminous sands have been tested out in Edmonton several times by private enterprise, by action on the part of the Dominion Government, by the Provincial Government at the back of the Parliament Buildings, by the Exhibition Association and in one or two cases by the City Engineering Department. All, with the exception of the City Engineering Department have commented favorably, not only on the first costs of laying but also on durability and economy of upkeep.

Under date June 30th, 1925, City Engineer Haddow submits a report on tar sands, which whilst admitting the qualities of this surfacing material states it costs more. An analysis of his figures shows that the actual cost per ton is less than 10c a ton over imported material.

Mr. Thomas Draper, who has laid these sands in many municipalities in Alberta, including several places in Edmonton, in the national parks, on railway platforms and bridges has this to say:—

"If Edmonton would adopt a black base 2½" deep and a 2" sheet asphalt surfacing top, the same would prove most economic, would be capable of holding up under usual highway traffic and would cost \$2.50 a yard to lay—" This price is a startling contrast to the present cost of laying pavement in Edmonton which is \$3.00 a yard plus curbing and gutter at \$1.10 per lineal foot.

At the present time, a highway is being projected to connect Port Huron with Chicago, Illinois, a distance of 311 miles, and information has been received that Alberta Tar Sand surfacing is being recommended for this project.

The Lincoln Highway in the United States is laid for a great part of its length with "Kentucky Rock" which is practically identical with Alberta Bituminous Sands. This roadway surfacing it is understood has given excellent satisfaction over a period of years.

In Edmonton itself, a piece of roadway known as the Fort Trail (part) was laid by the Dominion Government, through the Crown Paving Company, with Alberta Bituminous sands. This road section was laid in 1915, has been subjected to heavy traffic ever since

and has never had a cent expended on it for repairs.

The three private enterprises in the field are McMurray Asphaltum and Oils Limited at Draper, Alta, which is the only one up to the present that has actually commercialized the use of these sands for road surfacing. The others, Abasand Oil Limited and International Bitumen Limited are both in process of development, the former having a contract with the Government of Alberta as regards taking part of its production, and the latter having already shipped some quantities of refined bitumen and oils.

The above fairly well outlines the present situation as regards Alberta Bituminous sands and their uses for Government and municipal road work. The situation existing in Edmonton is most strange in connection with their use by the authorities. The City Engineer has invariably set his face against using them, excepting only under great pressure brought to bear from time to time on his department through the City Council. The majority of paving work is done by the Crown Paving Co. of Edmonton, which also runs a subsidiary known as Alberta Concrete Products Ltd. They supply mixed concrete in bulk on nearly all City jobs. The President and General Manager of both companies is also President of the Alberta and North West Chamber of Mines, a public organization devoted to development of mining and other natural resources of the North, but this Association has yet to go on record as to development of these sands commercially for the good of Alberta.

Under date September 11, 1936, Mr. R. C. Marshall, writing to the Nor' West Miner took strong exception to certain statements made by the magazine in comparing costs, etc. although such figures were and are correct, he states . . . "The real test of which is cheaper, is the price that anybody is willing to lay paving surface on the street for complete, including all details such as cost of asphalt, cost of aggregates, labor, fuel, power, etc. etc. That is what the ratepayer really buys and that is what matters. We do not know what tar sands can be laid for but we venture to suggest that if you will get that cost and compare it with the prices this Company have got for similar work over the past years, you will then have a proper comparison and the only one which the public would be really interested in."

He adds . . . "In closing we wish to say that we believe every assistance should be given to develop Tar Sand deposits in this province, in fact, we go further and say that such should be done with even a slight extra cost but by no means at a price which is out

of all proportion to the benefit of the people as a whole".

The answer to this is as follows—Tar Sands laid on a gravel base at the Parliament Buildings some years ago cost \$3.00 a yard but in this price was included a charge of 34½ c. per yard for machinery installation, etc., the job being a pure experiment on the part of the Provincial Government. This price also included the provision of a gravel base, the grade having to be built up in many places before surfacing was applied*. The front of the buildings was laid by the Crown Paving Company on an already prepared base with imported asphalt and cost \$2.30 per square yard.

The durability of the two can now be compared after a lapse of ten years. Where the imported asphalt was laid the road is full of cracks. Where Tar Sands were laid the road is as good as when it was laid. It has been claimed that the front road gets more traffic, this is not borne out by facts, for the unloading point for heavy truckage is at the back of the buildings and this traffic perforce goes over the tar sand road section.

In conclusion, it is a recognized fact that as long as Alberta does nothing but talk about its natural resources and leading civic authorities oppose use of the tar sand resources, notwithstanding the fact that outside people have already used them successfully, Alberta cannot prosper. The idea of importing materials such as is done by these authorities is so absurd as to be past understanding.

SUMMER WORK ON GRIMSHAW ROAD

If the Grimshaw-Great Slave Lake road is to be put in proper shape for winter haul in 1939, it is of the utmost importance that efforts be made to correct one or more obstructions that at present occur of minor importance—such as bridge connection over the Meikle River. Bridges are not necessary in the ordinary term as ice bridges can be put in to carry winter traffic at low cost, but the approaches to the same should be graded down. In this connection, is it not perfectly businesslike for the Governments to give work to men at present in the North who need it. That is, instead of having to pay the cost of bringing these men out of the country, if they were put to work on the road they would perhaps be enabled to remain in the country where population is badly needed.

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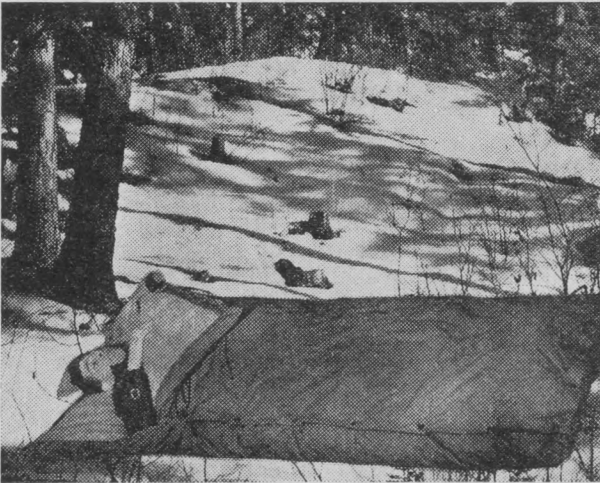
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One need not be afraid of dreary, wet days, of poisonous snakes or great hardship, for the hunting grounds are easy of access, the wet days and poisonous snakes absent.

Here in Alberta one finds within easy distance from the cities and on the Prairies antelope shooting par excellence, and in the veld-like wheat lands, wonderful Hungarian partridge hunting in the stubble fields throughout the Southern and Central division. In the near Far North, Prairie Chicken (Sharptails), and Ruffed Grouse offer still further variety, and in the foothills Spruce, Franklin and Blue Grouse.

Where else on this continent is there such an abundance of Ducks and Geese? Indeed, the last census indicates that over sixteen million ducks and geese may be found to have nested within the vast water reaches of this glorious province. The number of sloughs, potholes and lakes, as a glance at the map will show, are amazing. Think of it! Virtually one-half of the Duck population of the North American continent is now discoverable within the Provincial boundaries of Alberta, and the picture is complete.

Grizzly, Brown and Black Bear, and an occasional Cinnamon, Barren Lands and Woodland Caribou, Wapiti (elk), White Tail and Mule Deer, Moose Stone and Fanini Rocky Mountain Sheep, Goat, Cougar, Timber Wolf and the Coyote are all quite numerous. The large National Parks which approximate the Game Reserves serve as a breeding place, and the surplus big game animals migrate into the shooting areas, thus creating excellent hunting.

Snow-capped mountains, clear sparkling rivers containing a variety of trout, blue lakes amidst virgin green timbers, with balmy sunshine and cool evenings away from the bustle and noise of this industrial age afford the tired business man an unsurpassed holiday.

The last frontiers of the Great North West welcome the tourist, the angler and the hunter with the utmost cordialty found only where "men are men" and the spirits of the great outdoors govern.

W. H. WALLACE, Fish and Game Commissioner,

Department of Agriculture, Edmonton



FISH—GAME—WIND

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and Other Fish—Big Game—W
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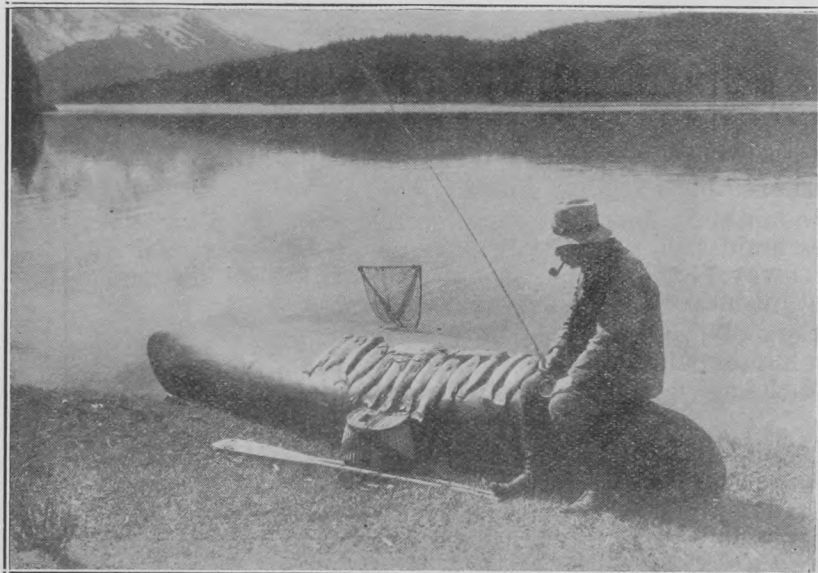
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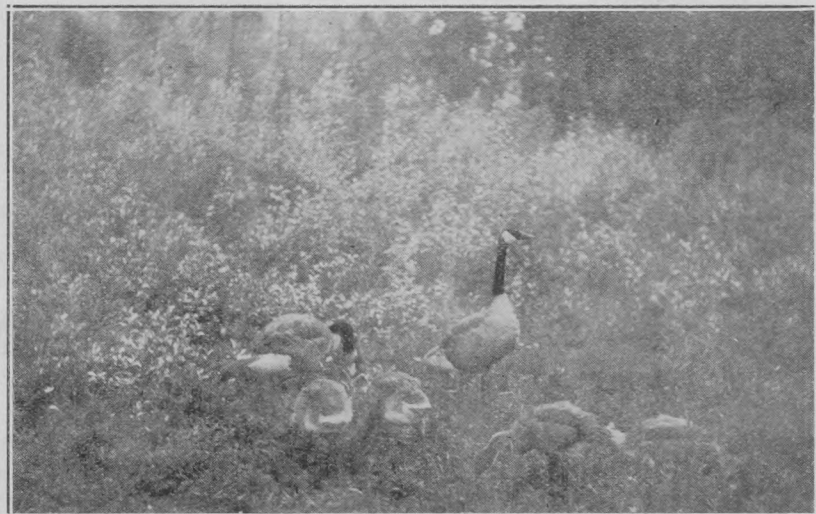
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New boat built by Northern Transportation for service between Waterways and Fort Fitzgerald. It is a steel boat with a draft of only 12", capable of handling barges up to 150 tons. It is driven by Diesel power. It is specially designed to overcome low water difficulties on the Upper River. It was built at Owen Sound, Ontario. Picture shows it running on trial trip, before being shipped by rail to Edmonton and Waterways.

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REPORT ON BEAULIEU RIVER

An excellent geological report has recently been issued by the Department of Mines and Resources at Ottawa covering the Beaulieu River area, Great Slave Lake. The report is by J. F. Henderson.

It states, in part: Beaulieu River area lies east of Yellowknife Bay on North Shore of Great Slave Lake, and discovery of similar sediments to those of Yellowknife aroused considerable interest.

All parts of the Beaulieu River area can be reached from Great Slave Lake, no point being more than 40 minutes (flying time), from Yellowknife. Area is also easily accessible by canoe, from June 5th to October 1st.

The report also states that prospectors may regard all ground underlain by the Yellowknife group of sediments and volcanics irrespective of degree of metamorphism as potentially favorable for the occurrence of gold-bearing quartz veins.

It especially mentions also the nicolite vein near Francois River which is near the Beaulieu River, both em-

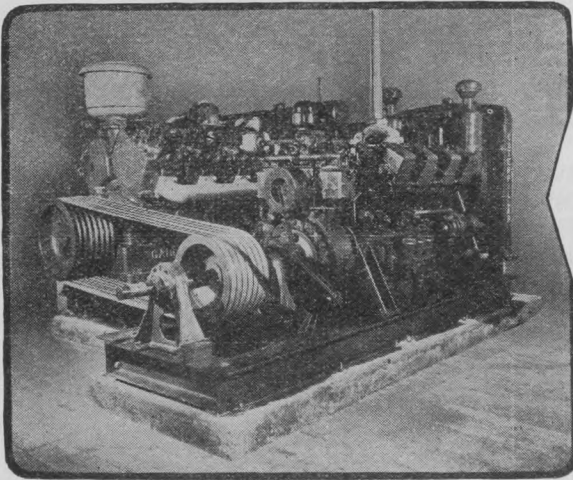
ptying into Great Slave Lake. It also mentions the number of aplite and porphyry dykes which cut the sediments north-west of Hearne Lake and southwest of Francois Lake.

The report generally indicates that this district presents good prospects for intensive search.

Copies of report, with maps, can be obtained from Dept. of Mines and Resources, Ottawa, Ont.

HYDRO POWER FOR BEALIEU RIVER

It is reported that the Consolidated Mining and Smelting Company have staked power sites for Hydro development on the Beaulieu and Francois River. The Company holds considerable property on both Rivers and it is stated that surface showings are encouraging. Many expect these location districts to further extend the Yellowknife areas as regards mineral development. The Beaulieu and Francois Rivers flow into Great Slave Lake on the Hearn Channel and the development is within a short distance of the lake, giving good water transportation for freight requirements.



CATERPILLAR Diesel ENGINES

Lowering Compressing Costs at Canadian Mines

"Caterpillar" Diesel Engines have proved their merit the world over. Canada's northern mining areas are no exception. The D17000 shown here is providing dependable low cost power for the continuous operation of a Gardner-Denver Compressor. There is a "Caterpillar" Diesel Engine for every job. Ask us for performance records.

ALBERTA DISTRIBUTORS

UNION TRACTOR & HARVESTER CO., LTD.

CALGARY — EDMONTON — LETHBRIDGE — CRANBROOK, B.C.

PEACE RIVER AIRWAYS SCHEDULE FOR 1939

Advice received from Peace River Airways Limited in connection with air transportation to the North gives particulars of schedules and rates for the summer season of 1939. A weekly flight will be made from McLennan, leaving after the arrival of the train from Edmonton on Tuesdays for the Yellowknife and returning to McLennan the same day, enabling connection to be made with the return of the morning train which arrives at McLennan at 7.45 p.m. This service is intended for business men and means that he can get the same service from Edmonton to the Yellowknife as he would get to Peace River points when wishing to return the same day. The Company also states that planes will leave from Peace River as well as McLennan.

It is also contemplated to make two flights a week later on in the season. During the days when planes are not on above scheduled flights they are open for private charter at favorable rates.

Full schedule of trips and rates appear in advertisement in this issue.

TORONTO APPLAUDS CONSTRUCTION GRIMSHAW WINTER ROAD

A most interesting story and favorable comment on the recent provision of the Grimshaw-Great Slave Lake Winter Road appears in the Northern Miner, May 4th issue. It states that this road will solve the question of mining transportation to the North and enable economic mining to be carried on. It points out its possibilities for regular delivery of radium and other ores to the railhead and its effect on providing a market for produce grown along its route, in addition to the exploitation commercially of the Slave Lake fisheries. Coming from Toronto and also from an authoritative mining journal it makes good reading to those who in fair weather and foul have fought for this road and eventually succeeded in persuading both Governments to build the same.

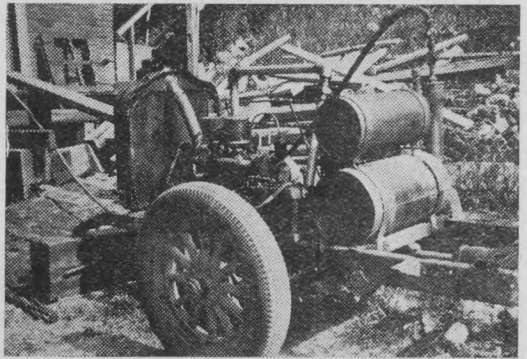
KIRK'S "FORDAIR" COMPRESSOR

Lightweight air equipment for rock drilling, etc. This compact machine comprises the power plant and compressor in one unit. (Converted model A engine). Two cylinders supply power, the other two compress and can maintain 100 lbs. pressure on a 3/16 aperture. Will operate medium size Jackhammers such as:

INGERSOL - RAND No. 39

THOR COCHISE No. 40

Air capacity rating 58 cu. ft. per min. at 1000 R.P.M.—87 cu. ft. per min. at 1500 R.P.M.



Machine is fully automatic while in operation, fuel consumption approximately one gallon of gasoline per hour. Same reliability of operation as model "A" Ford Car, and all motor parts excepting those of the head are obtainable from Ford dealers. Motors fully reconditioned before assembly. Weight, on wood skids, without battery, radiator or air receiver, approximately 500 lbs. Can be cooled from barrel of water or running water supply.

PRICES F.O.B. EDMONTON

SKID MOUNTED—

No Extra Equipment such as Battery

Air Receiver or Radiator \$450.00

Mounted as per Photograph, Complete \$550.00

Orders filled within 30 days of receipt
10% deposit required with order.

TRAVEL MILES TO SEE THEIR MAJESTIES

One of the most remarkable features of the Royal Visit to the West is the fact that numerous prospectors, miners, trappers and settlers from outlying districts are flocking into Edmonton or to the railway line over which the royal train passes to get a glimpse of Their Majesties. Many are coming in by trail and road in old tin Lizzies—in covered wagons reminiscent of the olden days, camping at night along the trail but determined that neither lack of cash or anything else will stop them joining the crowd under the "Big Teepee". Casting back over the years, the editor of this magazine remembers the time in 1902 when King Edward VIII was crowned he was lucky enough to be selected as one of the R.C.M.P. representatives at that ceremony in London. It is a long way from Dawson City in the Yukon to London, England. Hewas on duty on the Creeks, fifty miles from Dawson when a phone call from headquarters called him in to Dawson. The time was in the late spring, the last mail stage had left, and in order to get to Whitehorse, the railhead, it was a case of walking. The ice was too wet for dogs to travel over. Leaving Dawson on the 23rd April, he made Whitehorse, 400 miles away in ten days and a half, caught the train and

joined the Coronation contingent at Regina, Saskatchewan. From there the contingent proceeded to Quebec, where it joined Strathcona Horse, Queen's Own of Toronto and other Canadian Contingents. After arrival in London, the contingent was camped at Alexandra Palace. Unfortunately, the King was suddenly stricken with appendicitis and the Coronation was postponed, so the contingent returned to Canada without taking part in the Coronation parade which was postponed until the King recovered—but during the time it was in London, it was part of many reviews and parades, amongst them being the Review held by Queen Alexandra at Whitehall. Peace had just been declared in South Africa, after the Boer War and a striking incident of this review was the marching on to the review ground of a contingent of war worn veterans in their tattered uniforms and war equipment.

CONNELLY-McKINLEY LTD.

Funeral Directors

Air Transportation Facilities for the
North

10007 109th Street, Edmonton, Alberta
Phone 22222

LIBERTY MACHINE WORKS LTD.

Equipment to handle any work
Sam Nichols, Manager
10247 103rd Street,
Edmonton Alberta

CAST IRON, ALUMINUM, BRONZE, SEMI-STEEL and ALLOY CASTINGS

Machine and Blacksmith Work
Best of Service and Workmanship
Norwood Foundry Co. Ltd.
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NORTHERNERS . . .

Your eyes are all important
When necessary consult

Wm. T. Innes

Optician 10128 101st Street,
Edmonton

C. B. ATKINS

Surveyor and Engineer
510 Agency Bldg. Edmonton
Phone 27788
Mining Claims and Oil Lease
Surveys

SAW MILL MACHINERY

Emergency Mining Repairs
NICHOLS BROS.
Machinists, Brass and Iron
Founders
10103 95th St. Edmonton, Alta.

BUILDING MATERIAL OF ALL KINDS

Lumber, Sash, Doors, Glass,
Ten Test Board, Core Boxes,
Scow Planking
PRICES RIGHT
W. H. CLARK
LUMBER CO. LTD.
109th Street EDMONTON

For Blue Printing, Drafting,
Engineer's Supplies

TURNER DRAFTING CO.

McLeod Building
Ph. 21561 Edmonton, Alta.

W. T. COTTLE GUNSMITH

10250 101st Street
Repairs to all makes of Guns
Gun Parts and Rifle Sights

Telephone 22271

SAMUELS, BERCOVE & MAIN

Barristers, Solicitors, etc.
720 Tegler Building
Edmonton Alberta

OWNS 227 CLAIMS

Nicholson Mines Limited in annual report states it owns or has substantial interest in nine groups of claims—227 claims—in North-West Territories and at Lake Athabasca. A. E. Kipps, engineer in charge, states: General exploration work has been carried on at the Lake Athabasca properties with results not conclusive but ore uncovered being quite high grade.

A very substantial quartz vein has been uncovered on the Vega group, situated in Yellowknife area. At Snare River a very likely showing of several promising gold veins carrying coarse gold values was encovered. Nicholson Mines acquired interest in four options on promising properties and did work on the same. It also has 59 claims in the Wray Lake district near Fort Rae where a promising strike was made last fall.

COMPLETE PROSPECTING SERVICE

for your Property in N.W.T.

Particulars, Write or Wire

RAY McPHIE

Mineral Exploration and Development

11 Imperial Bank Bldg.

Edmonton

WATEROUS

Limited

Specializes in Northern Service

- DIESEL ENGINES
- PACIFIC BOILERS
- SAWMILL AND MINE EQUIPMENT

Fully Equipped Machine Shop

10419 96th Street, Edmonton, Alberta
Phone 24403

PEACE RIVER AIRWAYS LIMITED

SCHEDULE

RATES

.. 1939 ..

McLENNAN — YELLOWKNIFE, N.W.T.

North (read down)		South (read up)	
Tues. A.M.	Fri. A.M.	Tues. P.M.	Fri. P.M.
6:00	6:00	7:30	7:30
	9:00	6:30	7:30
8:30	11:00	4:30	5:30
10:00	12:30	3:00	4:00
11:30	2:00	1:30	2:30

Passenger Rates

McLennan — Peace River	\$ 5.00
McLennan — Yellowknife	80.00
Peace River — Carcajou	15.00
Peace River — Fort Vermillion	20.00
Peace River — Hay River Post	60.00
Peace River — Yellowknife	80.00

Freight and Express

McLennan — Yellowknife	Per lb. 38c
Peace River — Carcajou	10c
Peace River — Ft. Vermilion	12c
Peace River — Hay River Post	25c
Peace River — Yellowknife	38c

NOTE: — Perishables shipped at owners risk. Rates reduced one third. Passengers allowed 35 lbs. free baggage with each fare. Return fares 10% discount, example: Y.K.—P. River\$144.00

For further particulars, address Peace River Airways Ltd., Peace River or McLennan, Alberta or c/o Nor' West Miner, 201 Bank of Toronto Building, Edmonton, Alta.

Alexander Diamond Drill Co. Ltd.

C.P.R. Bldg., Toronto
EL. 2289

DRILLS AND CREWS
IMMEDIATELY AVAILABLE IN
Amos, Rouyn, Red Lake, Kenora,
Yellowknife, N.W.T., and anywhere
else in Canada

1 Cedar St. New York; Dominion
Square Bldg., Montreal; Empire
Block, Edmonton

Wm. BROWN

GENERAL CONTRACTOR

Specializing in All Kinds of Mine
Buildings, Stores, Warehouses, etc.
At Northern Points

From Edmonton to Aklavik

9731 109th Street, Edmonton, Alberta
Phone 27356

HUDSON'S BAY FLAG

Hurrah for the flag that has battled
so long

Unique in its grip of the North,
Defiant it flows in the breezes so
strong,

Secure in the pride of its worth.

Out away from the East stretching
far to the West,

No blot has attached to its name.
Streams, mountains and forests were
crossed in the quest.

By its bearer for fortune or fame.

Although by its foes it hath been
assailed.

Yet proudly waves in the air
Content that its sons have yet always
prevailed

O'er all who molest them would dare.

—J. HODGSON.

(The late Mr. Hodgson was for many
years factor at Fort McPherson and
other posts. He was one of the
old H.B.C. originals.)

WOODS 3-STAR EIDERDOWN ROBES

ALWAYS STOCKED

COMPLETE RANGE OF WOODS TENTS, TARPS, PARKAS, PACKSACKS AND
EVERYTHING FOR MINER, PROSPECTOR AND CAMPER

SPECIAL—Woods "Prospector" (Full Size) EIDERDOWN, \$27.50

Complete Stock and Moderately Priced—Our 27 Years of Experience at your Service

YOU ARE ALWAYS ASSURED OF A SQUARE DEAL AT

UNCLE BEN'S EXCHANGE

Est. 1912

Next to Rialto Theatre

Edmonton, Alberta

Big Game and Fishing Parties from the United States and various
Sections of Canada will find that

IT WILL PAY TO

Outfit at EATON'S in Edmonton

"GOODS SATISFACTORY OR MONEY REFUNDED"

THE **T. EATON CO.**
WESTERN LIMITED

DOGS AND THE RECENT EPIDEMIC

Authorities state they are at a loss to understand the recent epidemic which created havoc amongst sleigh dogs in the North last winter. Perhaps the case for the same is not far to seek, for many old timers state that it is caused by feeding caribou to the dogs. Northerners are fully aware

of the fact that due perhaps to in-breeding, caribou at times are similar to rabbits and, in addition, a certain fly in the North during the summer season creates havoc amongst caribou. It is nothing to observe after taking a hide off caribou in summertime and holding it up to the light to see that it is perforated by flies just as if it had been hit with buckshot.

CORSER DUNCAN

TRANSPORTATION COMPANY, LIMITED

OPERATING BETWEEN

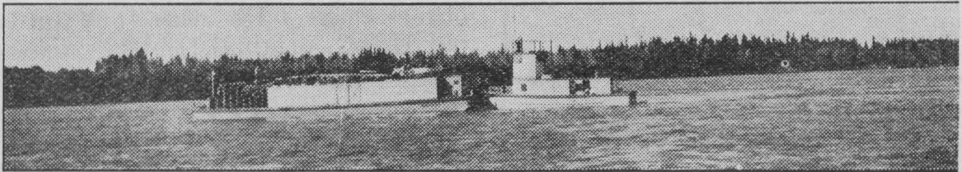
FITZGERALD, ALBERTA, and FORT SMITH DOCK, N.W.T.

Full Line of Modern Equipment to Handle All Clases of Freight

OVER OUR PRIVATELY OWNED ROAD

Second Floor Bank of Nova Scotia
Building, Edmonton

FITZGERALD, Alta., and
FORT SMITH, N.W.T.



Husky and Barge 5 in Lower Slave River Enroute to Yellowknife

McLEOD & SONS

WATER TRANSPORT, WATERWAYS

Service To— CHIPWEYAN — FITZGERALD — FORT SMITH — YELLOWKNIFE
LAKE ATHABASCA — SLAVE LAKE, N.W.T. — and All Points North

Prompt Service

Reasonable Rates

Reliable Insurance



CANVAS GOODS, ALL KINDS . . .

Manufacturers of Tents, Tarps, Parkas, Pack Bags, Clothing — Agents for Woods & Pioneer Robes — Venetian Blinds.

OVER 40 YEARS' EXPERIENCE

Edmonton Tent & Awning

Company, Limited

R. KENNETH, Manager

10046-102nd Street

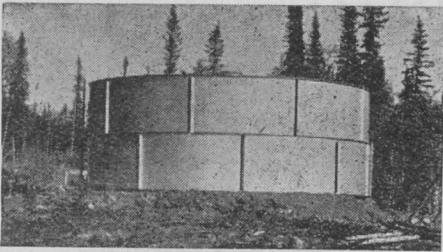
Edmonton, Alberta

**COST OF BRINGING
IN THE NEGUS**

The following figures regarding the cost of bringing the Negus Mine to production are interesting. They are taken from the annual report of the company:

Cost of Camp Buildings.....\$255,058
 Cost of development up to
 producing stage 217,013*
 Total cost to January, 1939... 579,172

**OIL TANKS
FOR THE MINES**



B.S.&B. PERFECTION Sectional Steel. Bolted tanks, flanged stave construction. Light weight—saves freight—easy to erect. Saves labor—tightness saves oil. In sizes from 8000 to 150,000 Imp. Gal. Capacity

Now in use at Norman wells, Yellowknife, Gordon Lake, Bear River Rapids, Fort Franklin and Eldorado.

For Quotations Write or Wire

KARL H. ADAMS

DISTRIBUTOR

2329-3rd Ave. N.W.

CALGARY - ALBERTA

* Of this amount there was on hand supplies etc., to the value of \$107,-101 when production was attained.

Negus ore is running one oz. in gold at mill head per ton or \$35 at prevailing prices per ton. There are 20,000 tons of ore available from present workings with less than 50 per cent of the vein uncovered, explored to a depth of 100 feet. Main shaft is being deepened to 300 feet with two more levels to be opened up by June.

Bullion Recovered

February—(Low production due to usual heavy lag and tail loss in milling first-run), \$30,596.34 from 1,142 tons

March—(96 per cent recovery), milled.

\$52,529.87 from 1,819 tons milled.

April—Not available.

The mine employs an average of 90 men.

**LIQUOR STORE AT
YELLOWKNIFE**

It is reported that the Liquor Vendor for the N.W.T. with headquarters at Yellowknife, is F. Totsky, defeated Liberal candidate in one of the Saskatchewan ridings at the last general election. It is also stated that arrangements have been made for supplies of the necessary stocks of liquor to be handled through the Provincial Government of Saskatchewan Liquor Control Board on behalf of the N. W. T. Council. Hitherto, with no vendor at the Yellowknife, the Alberta Liquor Control Board got most of this business.

FREIGHT FOR THE NORTH

During the summer months we operate barges and boats over the northern waterways route to all points in the North.

During the winter months we operate tractor trains between Grimshaw, Alberta, Great Slave Lake and the Yellowknife.

FOR RATES ETC., WRITE OR WIRE

YELLOWKNIFE TRANSPORT CO. LTD.

Edmonton Office—107 Revillion Bldg. and Grimshaw, Alberta

**YELLOWKNIFE SHIPS
MUCH GOLD**

First planes out from Yellowknife brought out 300 lbs. of gold valued \$175,000. This brings the total gold shipments from the Yellowknife up to \$900,000 since last August. The output is from two mines only, namely: The RY-Con and the Negus, the first commenced production in August last, the latter in February.

The Negus development is an outstanding example of mining initiative.

The mill was erected, development carried on to the production stage in less than twelve months, a record as regards bringing in a producing gold mine.

**SMELTERS GOLD OPERATING
AT THOMPSON LAKE**

Smelters Gold Mines Ltd., which holds property adjacent to the Thompson Lundmark at Thompson Lake are commencing a development program with W. B. Airth, engineer, in charge.

IDEAL FOR THE NORTH . . .

COOLERATOR REFRIGERATION ANSWERS EVERY
REQUIREMENT IN THE NORTH

Coolerators can be obtained for any purpose where
food preservation is the main issue.

For Price List—Address

ARCTIC ICE COMPANY LIMITED

EDMONTON

ALBERTA

EDMONTON

IS THE KEY TRADING POINT to the Mineral Areas of the North

All connected direct with Edmonton by the shortest Air, Water and Rail Routes. Edmonton has served the North for a century of trading. It knows your requirements and carries full stock to meet the same.

J. W. FRY,
Mayor.

J. HODGSON and R. J. GIBB,
City Commissioners.

E. G. JONES & CO.

YELLOWKNIFE, N.W.T.

GROCERIES	CLOTHING	RADIOS
HARDWARE AND BUILDERS' SUPPLIES		
TENTS	TARPAULINS	SLEEPING BAGS

PROMPT DELIVERY : FAIR PRICES : SATISFACTION

The Yellowknife, Great Slave Lake and the Lower Mackenzie River

Shipping Freight into the North is the Business of

Ryan Bros.

Operating

A COMPLETE FREIGHTING AND PASSENGER SERVICE OVER
THE SMITH PORTAGE

For Rates and Other Particulars Address

RYAN BROS.

300 MOSER - RYDER BUILDING, EDMONTON, ALBERTA

FORT SMITH, N.W.T.

CANADA

EDMONTON'S LUMBER HEADQUARTERS

Lumber of all kinds for either building or scows. Cedar Shingles, Doors, Screens, Windows, Interior Finish, and Millwork of any description, made to order, Donnacona, Firply, Royal and Gyproc Wallboards, Zonolite and Rock Wool for insulation, Paper, prepared roofings, Slate Shingles, Wall felts, Cement, Plaster, Lime, Brick, Wagon Oak, Paints, Varnishes, Builders Hardware and Blacksmith Coal, anything wanted in the Building Line can be purchased at HAYWARD'S.

REMEMBER HAYWARD'S STAND FOR RELIABILITY.

Special Attention Given to Northern Shipments.

RELIABLE PRICES, RELIABLE DELIVERY IS OUR POLICY
AND YOUR GUARANTEE.

Wire your orders for quick despatch to either Edmonton or Waterways.

HAYWARD LUMBER CO.

LIMITED

EDMONTON

ALBERTA

We PAY the FREIGHT

DURING MAY AND JUNE

By Rail or Water to any delivery point "Down North" on your purchase AT REGULAR EDMONTON PRICE of a new "ROYAL FAMILY" BEATTY WASHER—Engine Drive or Electric.

In honour of Their Majesties' visit to Canada and as a useful and permanent memento for Canadian homes, Beatty Bros. Limited—an all Canadian Company, and largest manufacturers of POWER DRIVEN WASHERS in the British Empire—have produced a



"ROYAL FAMILY" WASHER

Operated by Briggs-Stratton 4-cycle Engine or Electric Motor to suit any current.

Equipped with the patented Beatty Clothes action washing principle.

Frame finished in White or Green.

Stainless Steel or Stainless Steel Lined Tub.

Generator for charging Batteries can be supplied on Engine at Small Extra Cost.

Remember, Freight Prepaid to your nearest Station or Wharf at the same price to you as if you lived in Edmonton.

FREE—with a "ROYAL FAMILY" WASHER purchased during May or June you will receive FREE a beautiful picture of the Royal Family, in natural colours, suitably framed 13 x 15, and THREE washday accessories—such as a folding double tub bench on castors and two tubs.

WRITE OR WIRE TODAY FOR FULL PARTICULARS TO

BEATTY BROS. LIMITED

109th STREET, EDMONTON, ALBERTA

